STATEMENT

OF THE

CLAIMS OF PAISLEY

TO BE SELECTED AS THE

COUNTY TOWN

OF

BRUCE.

Submitted under the provisions of the Act, intituled "An Act to provide for the Selection of a County Town for the County of Bruce."

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To His Excellency the Right Honorable Sir EDMUND WALKER HEAD, *Baronet, Governor General of British North America, &c., &c., and the Honorable the Executive Council of Canada.*

In laying the claims of PAISLEY to be selected as County Town of BRUCE before your Excellency and Council, it is respectfully proposed to show that it possesses the three following most important advantages in a degree superior to any other locality in the County, viz:—

1st. A central position as regards its position on the map. 2nd. A peculiarly advantageous and accessible position as regards Roads, and 3rd. Superior natural advantages which fit it for becoming a large and important commercial manufacturing Town. These different positions being proved to the satisfaction of your Excellency and Council a favorable decision is anticipated, on the ground, that such selection will subserve the interests and convenience of the greatest number of the inhabitants of the County, which it is conceived, and respectfully submitted, is the real and all-important point for consideration.

1st. Paisley's central positon on the map—on referring to the accompanying Map of the County of Bruce, it will be seen that Paisley, lies partly in the Township of Elderslie, and

partly in the Township of Greenock, (the latter being the central Township in the County)—that it is only half a mile distant from the Township of Bruce, and half a mile distant from the Township of Saugeen,—that it is two and a half miles distant from the Township of Brant, five miles from the Township of Arran, and eight miles from the Township of Kincardine, while the only Township which is removed more than the length of one Township from it on the South, is the Township of Huron, and the only inhabited Township on the North, that of Amabel.

The central position of Paisley is equally remarkable and apparent when its distance from the different surveyed Villages in the County is enquired into. It will be found that it is fifteen miles from Southampton, and fourteen miles from Port Elgin on the North, seventeen miles from Invermay, and eighteen miles from Tara on the Northeast, sixteen miles from Walkerton on the Southeast, thirteen miles from Newry, eighteen miles from Teeswater, and sixteen miles from Riversdale, all being directly South—twenty-five miles from Kincardine on the Southeast—nineteen miles from Inverhuron, and sixteen miles from Port Bruce, and the same distance from Malta on the West, while the position of Largan in the Township of Huron, near the extreme Southern boundary of the County is counterbalanced by the Town-plot of Oliphant, in the Township of Amabel on the North. All to the North of this point is perfectly barren, and uninhabited, and must continue to be so on account of the barren nature of the soil. It will also be seen that the Village of Lockenbie, on the North Branch of the Saugeen, lies quite contiguous to Paisley on the East.

2nd. The peculiarly advantageous and accessible position of Paisley as regards Roads,—whether those are considered which are already formed and improved, or those in course of formation, is equally remarkable.—The Elora and Saugeen

Road, which forms the central street of the Village, is the leading Road through the County from North to South, and the only direct route and main artery which connects Lake Huron with Ontario. It will be seen that the Durham Road intersects this leading thoroughfare thirteen miles to the South, and the Saugeen and Owen Sound Road, nine miles to the North—the situation of Paisley, thus lying between, being such as to balance as it were, these two interests. The Road between the 8th and 9th Concessions of Bruce, now in course of improvement, with its continuation across the Gore of Greenock to Paisley, connects that point with the Saugeen and Goderich Road, and leads direct to the Lake Ports to the West, while its continuation by Goldie Street, and passing through Lockenbie, will lead to the Eastern boundary of the County through the centre of Elderslie, and thence connect with the Garafraxa and Sydenham Roads, in the County of Grey. It will likewise be seen that the Town Line between the Townships of Elderslie and Brant, with its continuation through the County of Grey to the above named Road, (now under contract by Government) connects with the Elora and Saugeen Road, two and a half miles to the South of Paisley—this line being as near as can be in the centre of the County, not taking into account the uninhabited and barren Townships to the North. The line between Lots 5 and 6 in Greenock, from the Durham Road to Paisley, is now actually under contract for chopping, clearing and bridging by the Township Council of Greenock, while the Town Line between Greenock and Bruce, and its continuations between Greenock, Kincardine and Kinloss, connects with the Durham Road farther West, and will, when more improved, form the line of communication between Paisley and the South-easterly portion of the County, and connect with the gravel road now formed from the Northern extremity of the County of Huron to Goderich.—The Town Line between Bruce and Saugeen, which is densely settled on, also leads direct to Paisley, and forms another connection with the Saugeen and Goderich Road.

In addition to the peculiarly advantageous position of Paisley as regards ordinary roads, the attention of Your Excellency and Council is requested to the fact which has never been doubted, that a line of Railway, now in prospect, and anxiously desired by the County of Bruce, whether starting from Guelph, Berlin, or Stratford, and terminating at Southampton, must either pass through, or in the immediate neighborhood of Paisley.—Indeed, the preliminary survey which was made in 1854, between Stratford and Southampton runs between the Rivers Saugeen and Teeswater—until it crosses the latter—in the Town Plot of Paisley, and thence by the West side of the former to Port Elgin and Southampton. This is the course that a line of Railway to Southampton must take, as by crossing Saugeen either to the North or South of Paisley, it is confidently affirmed from a knowledge of the Country, that the engineering difficulties would be much greater, the route much more circuitous, and the recrossing of the River near its mouth, where the banks are high and the channel wide, and where in the Spring, it is subject to enormous jams of ice, would be a most expensive and hazardous undertaking. As regards Railway prospects, it is not considered too much to predict that Paisley will also be the point of junction between the North-western Railway and a branch to Owen Sound, as the Central Railway being viewed as impracticable, has failed, and it is admitted that the people of that Town, in order to have Railway service, must connect with a line through Bruce, and Paisley would undoubtedly be the most convenient point of junction.

3rd. The innate advantages of Paisley which fit it for becoming a large and important Commercial and Manufacturing Town. It is confidently affirmed that Paisley possesses these in an equally remarkable degree, with its other advantages above stated, (undoubtedly more so than any other locality in the County). The Mills and Mill Sites marked on the accompanying plan of the Town-plot need not be further referred to,

but in addition to these, there are others suitable for lighter machinery on Willow Creek, the falls on which within the bounds of the Village, will, it is believed, be found to be about forty-three feet, and when the expenditure of greater capital comes to be encouraged, by the advancement and requirements of the Country, the River Saugeen itself can be taken advantage of, while at Lockerbie, where Mills are already in operation, as well as at the junction of the North Branch with the Saugeen, both in the immediate vicinity of Paisley, are very superior water privileges.

As to material for building and manufacturing purposes, these, Paisley possesses in a more than common degree. Limestone exists in abundance, both within the Town Plot and in the immediate neighborhood, and clay of the best quality for bricks and pottery works has already been taken advantage of. Teeswater, when flooded, affords a passage, as it has done since the Spring of 1853, for saw-logs from the Greenock pineries, of the best description, and also for other valuable kinds of timber which flourish on its banks. Pine also exists, in considerable quantities within a short distance of Paisley, in the Townships of Bruce and Elderslie.

The central and commanding situation of Paisley, not only as regards its position on the map, but also as regards the leading roads of the County, having been already pointed out, that, combined with the above natural advantages, proves its capacity to become a commercial and manufacturing Town of the first importance. The acknowledged richness of the soil, to the East, West, North and South of Paisley, need not be further referred to.

It is not considered out of place here to remark that the Town-Plot of Paisley was surveyed by Government, in the Spring of 1856, (the first sale having taken place in the Spring

of the present year,) since which time it has increased more than any other village in the County, and this in spite of the exceedingly bad state of the times.

The attention of your Excellency and Council is also requested to the fact, that although in former years—when Railways were not dreamt of, and roads were of the worst description—it was deemed advisable to locate County Towns within reach of navigation, it has latterly been found advisable and necessary for the general convenience of the majority of the population, to select central, inland towns, as is instanced by the selection of Milton, Merritsville, Cayuga, Simcoe, St. Thomas, and Chatham as County Towns of their respective Counties. not to mention the fact, that a site on the Lake has never been mooted for the County of Peel.

It would not be in good taste, neither is it intended to draw any marked comparison between Paisley and any other locality which may compete for the advantage of becoming the County Town of Bruce, but as what are considered the very superior claims of Paisley rest entirely, for the reasons and facts above stated, on its affording, both presently and prospectively, the most convenient site for the County Town to the greatest number of the inhabitants, the following remarks are respectfully offered in conclusion.

Localities on the Lake Shore contend, that having the command of navigation, they are more accessible, and would therefore afford more convenient sites than inland towns. The fallacy of this argument is apparent, quite independent of the fact, that navigation is seldom available much over five months in the year, and can never apply to a County like Bruce, the Eastern boundary of which, at its greatest breadth, lies nearly forty miles from the Lake, and when it is remembered that the inland population must necessarily increase much more

rapidly and progressively than on the Lake Shore, for the three following most palpable reasons:—1st. It is well known that considerable tracts of land skirting the Lake in Bruce are unsettled, and must continue to be so on account of the barren nature of the soil. 2nd. All the streams which afford privileges for manufacturing purposes to any important extent, lie towards the centre and East of the County, and 3rd. It is well understood that any Railroad that may be formed will run inland, not only for the general service of Bruce, but also in order to draw as much trade as possible from Grey.

Again it is contended that a point to the North of Paisley and on the coast will be more central, in view of the extension of the County to the extreme Northern limit of the Indian Peninsula. In reply to this it is only necessary to remark, that it is well known that all the Townships to the North of Amabel are entirely uninhabited, and must continue to be so, on account of the absolute barrenness of the soil. It is likewise argued, that a point either towards the Northern or Southern extremity of the County ought now to be chosen, as this County being too large must ultimately be divided. Finally, in reply to this it is answered, that it is with the present the inhabitants of the County have to do, and that they have spoken out most unmistakeably against such an idea, and have refused to countenance such suicidal policy, to gratify certain localities in whose favor no better argument can be advanced.

For all the above reasons, to which may be added, the great natural beauty of Paisley, at the confluence of the Rivers Saugeen and Teeswater—the high, dry, and undulating character of the ground, all conducive to health—it is respectfully submitted to your Excellency and Council, that the selection of Paisley as County Town would confer the greatest amount of advantage on the greatest number of the inhabitants of the County of Bruce.